Amendments to the Claims: This listing of claims will replace all prior versions, and listings, of claims in the application

Listing of Claims:

1-15   Canceled

16. (New)   System for driver support carrying out assist functions in a motor vehicle for supporting a driver of the motor vehicle in stopping and starting maneuvers, the assist functions being activated depending on: a first comparison between at least one driving state variable and a first threshold value; at least one first actuating signal from an actuating means operable by the driver; or a combination thereof, the system comprising:

   a control unit configured to:

   determine a vehicle state by means of: a second comparison between at least one driving state variable with a second threshold value; at least one second actuating signal from the actuating means operable by the driver; or a combination thereof;

   check whether at least one assist function is activated; and

   control the brake system of the motor vehicle depending on the determined vehicle state when the at least one assist function is activated.

17. (New)   System as claimed in claim 16, wherein the second comparison is between a speed of the motor vehicle or an acceleration of the motor vehicle with the second threshold value.

18. (New)   System as claimed in claim 17, wherein both the speed of the motor vehicle and the acceleration of the motor vehicle are compared with a threshold value.

19. (New)   System as claimed in claim 16, wherein the vehicle state is detected depending on at least one actuating signal of a brake actuating means operable by the driver of the motor vehicle or a driving engine control means.

20. (New)   System as claimed in claim 19, wherein the vehicle state is detected depending on the at least one brake actuating signal of the brake actuating means operable by the driver of the motor vehicle and an actuating signal of the driving engine control means.

21. (New)   System as claimed in claim 16, wherein the at least one assist function is activated depending on at least one actuating signal of a brake actuating means operable by the driver of the motor vehicle or a driving engine control means.

22. (New)   System as claimed in claim 16, wherein the vehicle state is detected by examining a different vehicle state to determine whether there is a transition condition for a state transition, and wherein the state transition takes place when the transition condition is satisfied.

23. (New)   System as claimed in claim 22, wherein the transition condition is detected by way of a third comparison between at least one vehicle state variable and a third threshold value; by way of at least one third actuating signal of the actuating means operable by the driver of the motor vehicle; or a combination thereof.

24. (New)   System as claimed in claim 16, wherein the vehicle state is selected from the group consisting of creep, stop, hold, park, secure, and start up.

25. (New)   System as claimed in claim 24, wherein a brake force is increased in the vehicle state 'stop', and wherein a rate of change of the brake force is determined depending on the at least one assist function that is activated.

26. (New)   System as claimed in claim 25, wherein a brake pressure is built up in a service brake system or a parking brake system is activated in the vehicle state 'stop' in order to increase the brake force.

27. (New)   System as claimed in claim 25, wherein the brake force is maintained or a predetermined brake torque is built up in the vehicle state 'hold'.

28. (New)   System as claimed in claim 25, wherein the brake force which must be built up in the vehicle state 'hold' is defined depending on a longitudinal inclination angle of the motor vehicle.

29. (New)   System as claimed in claim 25, wherein the brake force is reduced in the vehicle state 'start-up'.

30. (New)   System as claimed in claim 25, wherein, in the vehicle state 'start-up', the brake force is reduced depending on a result of a fourth comparison between a downhill force and a driving power of the motor vehicle.

31. (New)   System as claimed in claim 24, wherein a parking brake is activated in the vehicle state 'park'.

32. (New)   System as claimed in claim 16, wherein the at least one assist function is selected from the group consisting of a function for the active stop and go, a dynamic brake function, a function for the active vehicle hold, a traffic-jam assist function, a function for the automatic release of the electric parking brake in a start-up maneuver and a starting assist system.

33. (New)   A process for driver support carrying out assist functions in a motor vehicle for supporting a driver of the motor vehicle in stopping and starting maneuvers, which are activated depending on a first comparison between at least one driving state variable and a first threshold value or based on at least one first actuating signal from an actuating means operable by the driver, comprising:

determining a vehicle state by means of a second comparison of at least one driving state variable with a second threshold value or based on at least one second actuating signal from an actuating means operable by the driver;

checking whether at least one assist function is activated; and

controlling the brake system of the motor vehicle depending on the determined vehicle state when the at least one assist function is activated.